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MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: USAREUR 2004 Summer Safety Campaign

This memorandum expires 1 October 2004.

1. REFERENCES
Enclosure 1 lists references.

2. PURPOSE
This memorandum outlines the USAREUR 2004 Summer Safety Campaign. This campaign will run from 1 May 2004 through 30 September 2004.

a. The purpose of this campaign is to—

(1) Provide a comprehensive, proactive means of identifying summer ground, aviation, and off-duty hazards and risks.

(2) Implement and monitor risk-mitigation measures in ongoing training and operational missions to ensure the safety of personnel supporting the Global War On Terrorism and involved in Stabilization Force (SFOR) and Kosovo Force (KFOR) tactical operations.

(3) Achieve the overarching, command-wide goal of ensuring no loss of life and minimal injuries and equipment damage during the summer season, which supports the Secretary of Defense goal of reducing accidents by 50 percent.

b. We must direct our efforts toward reducing the hazards associated with summer operations and activities. These activities include day-to-day operations, garrison and field training, movement operations, and support activities. Of equal importance is our effort to prepare Soldiers, civilians, and family members for the hazards of off-duty activities. Targeted training, thorough hazard identification, intensive risk management, and strong leadership involvement are critical to the campaign's success.

c. Leaders must be committed and dedicated to accident prevention and deeply involved in the risk-management process to ensure the safety of our Soldiers. Junior officers and noncommissioned officers (NCOs) must positively impact on our young and maturing Soldier force. For this reason, it is essential that junior leaders accept responsibility to spearhead unit summer safety campaign programs. Senior leaders must lead this effort. We set policies and standards, initiate programs, check implementation and execution, and enforce through the chain of command. Together, our entire chain of command can make a positive difference in achieving a safe and effective environment for our Army.

d. We must plan and prepare for warm-weather hazards before the summer season arrives. Now is the time to "wargame" and ensure that our missions and off-duty activities are conducted safely. Keep in mind that the 1st Infantry Division (1ID) Headquarters and its subordinate units will not be here to command and control elements that remain in the central region. While I have great confidence in their rear detachment organization and operations, it is essential that we provide leadership help and emphasis in the 1ID footprint.

e. V Corps Headquarters, many Corps Separate Brigades, the 173d Airborne Brigade, and other USAREUR units will have recently returned from an extended deployment. During this time, Soldiers, unit programs, equipment, and processes have been seriously taxed. Commanders have been charged to develop comprehensive plans to bring their units to the highest state of readiness. A critical part of this task is the reconstitution of unit safety programs. We must ensure that command and control remains firmly in place. The return of units to the European theater after extended deployments is resulting in leaders and Soldiers being placed in an unfamiliar environment with unique hazards. Identify these individuals and bring them up to speed as part of your organization's reconstitution plan. All these factors elevate the risks associated with changes in command and control.

f. We must plan for the environmental factors associated with summer. Extended hours of daylight, periods of elevated temperatures, and lightning storms affect operations. Traffic congestion on host-nation roads during summer vacation periods also affects our ability to execute our mission.

3. SUMMER SAFETY PROGRAMS

By 30 March 2004, commanders of USAREUR major subordinate commands (MSCs) (AE Reg 10-5, app A) will develop a summer safety program in their command. The goal of this program will be to ensure that knowledgeable, dedicated leaders and Soldiers are effectively trained and ready to prevent summer-related accidents and injuries, both on and off duty. As a minimum, summer safety programs will address unit reconstitution, field and garrison training (both aviation and ground operations), heat-injury prevention, water safety, privately owned vehicle (POV) and motorcycle safety, recreation safety, and related hazards affecting the family and community (for example, running, sports, traffic). Summer safety topics are provided at enclosures 2 and 3. The effectiveness of this campaign depends on the successful accomplishment of the following key elements:

a. Command Information Program. Beginning in May 2004 and running throughout the summer safety campaign, the Office of the Chief, Public Affairs (OCPA), HQ USAREUR/7A, with the USAREUR Safety and Occupational Health Office and the Safety Office, United States Army Installation Management Agency, Europe Region Office (IMA-Europe), will publish and distribute safety-campaign articles and materials that are coordinated with American Forces Network (AFN) and print media for maximum distribution down to the Soldier and family-

member level. Commanders and other leaders will leverage these resources in their units' ongoing campaigns. Safety councils, local media, e-mail messages, USAREUR webpages, Bell Sends messages, and safety alerts also may be used to complement unit safety campaign programs. Additional resources, including posters and information cards, are available on the USAREUR Safety website at *http://www.per.hqusareur.army.mil/services/safetydivision/main.htm* and the United States Army Safety Center website at *http://safety.army.mil/home.html*.

b. Accident Trend Analysis. By 1 May 2004, commanders will review and analyze their unit's accident and injury trends. Accident data, equipment-damage reports, sick calls, incident reports, unit risks specific to the organization, and other available resources must be reviewed to identify accident-prevention targets and additional prevention-training needs. Commanders should use safety alerts and Bell Sends messages concerning recent serious accidents and trends to ensure these messages and requirements are included in the unit safety program. USAREUR aviation and ground risks are at enclosure 2.

c. Accurate and Timely Weather Information. Weather is a risk-multiplier. Summer weather in central Europe can vary greatly and change quickly. Enclosure 4 outlines risks associated with summer weather conditions. Use supporting weather elements and the websites provided at the tab for specific information. It is imperative that commanders and units conduct mission analysis and risk assessments using the most accurate weather data available. Also ensure that Soldiers know how to obtain timely weather and road-condition information.

d. Air and Ground Tactical Operations Safety Training and Education.

(1) Enclosure 2 identifies training and education tasks to aviation and ground commanders. Commanders of units involved with garrison and field training as well as ongoing mission-support operations will conduct assessments and train to standard. AE Regulation 95-1 and the AE Pamphlet 385-15 series must be used to ensure safety is integrated into applicable training and operational requirements.

(2) Commanders will ensure that summer safety training is scheduled and conducted, and that all personnel are trained on accident-prevention measures for summer activities by 1 May 2004. We must ensure our Soldiers are properly prepared for upcoming challenges.

(3) All personnel subject to working or training in environments that could result in hot-weather injuries will receive hot-weather injury-prevention training by 1 May 2004. To be effective, training must include information on the recognition, prevention, and prompt treatment of heat injuries. Care and proper treatment of heat injuries will be included in this training. Use the Heat Injury Risk Management film (TVT 8-460, PIN #711658) and the training resources on the USAREUR Safety website at *http://www.per.hqusareur.army.mil/services/safetydivision/main.htm* as starting points. Supporting medical treatment facilities also can provide hot-weather

injury-prevention training materials. The United States Army Center for Health Promotion and Preventive Medicine website at *http://chppm-www.apgea.army.mil* may be referred to for health-promotion and preventive-medicine training material.

(4) Driver orientation programs for Soldiers driving military or nontactical vehicles must address the primary hazards associated with driving in Europe. Orientation programs should include a review of European-unique driving hazards, seatbelt requirements (and the penalty for not using them), and hazards in construction zones. Drivers also should be briefed on the local secondary roads that have high accident rates and other high-risk locations. Enclosure 5 provides typical vehicle-operation concerns for driving in Europe. Furthermore, commanders must ensure that drivers and operators follow the provisions outlined in driver training manuals such as FM 21-305. Driver training programs must include vehicle preventive maintenance for summer-weather operations.

(5) Leaders and Soldiers must be trained to make the risk-management process integral to the planning and execution of both on- and off-duty activities. Risk-management training must address risk identification and the mitigation of summer hazards.

e. POV Safety.

(1) Several concerns involving POV operation must be addressed. One is the orientation of individuals returning from extended deployment. These individuals must receive refresher training on local traffic laws and hazards as part of their reintegration and reconstitution processes. Another concern is new personnel arriving for summer personnel rotation. The last concern is the ever-present danger of operating motor vehicles while under the influence of drugs, prescription medication, or alcohol and driving while fatigued.

(2) Soldiers returning from extended deployment will not be authorized to operate a POV until their license and registration are validated, their vehicle is inspected (if it has been in long-term storage), and they have received a reorientation on driving laws and conditions in the local area.

(3) All Soldiers who are licensed to operate a motorcycle in USAREUR and who have not attended a Motorcycle Safety Foundation Course within the last 6 months must attend a refresher class conducted by the motorcycle safety foundation instructor at their local area support group (ASG) or base support battalion (BSB) by 15 May 2004.

(4) Soldiers and family members face risks every time they plan and take long trips. Summer traffic conditions pose an additional risk. Be inventive in finding innovative ways to prepare spouses and family members of deployed Soldiers. Commanders will develop an aggressive POV safety program using resources and ideas from the POV Tool Box on the

USAREUR Safety website. Read Army in Europe Command Policy Letter 3 and develop actions to target high-risk POV travel. Leaders must get involved to help Soldiers and rear-detachment family members with extended POV travel plans.

(5) The first major holiday during the summer campaign will be Memorial Day weekend. Soldiers and civilian employees must be briefed on the applicable summer hazards before this weekend, other long holiday weekends, and extended trips. Emphasis will be placed on back-to-school safety for children, parents, and drivers before the beginning of the school year in September. More information is available in the enclosures and on the USAREUR Safety website.

f. Sports and Recreation Activities. Sports and recreation activities create significant risks to our Soldiers, civilians, and family members. Personnel must be reminded to prepare themselves for these activities by taking advantage of the excellent training programs offered by morale, welfare, and recreation (MWR) activities and the Armed Forces Recreation Center. Enclosure 3 provides information on summer sports and recreation activities.

(1) Summer activities such as hiking, camping, bicycling, skating, water sports, picnics, and grilling should be addressed. General information is at enclosure 3 and on the USAREUR Safety website.

(2) All Soldiers and civilian employees will receive water safety training by 1 May 2004. To be effective, training must include information on authorized swimming locations, hazard recognition, and preventive measures. Use the water-safety film "Reasons People Drown" available from ASG and BSB safety offices as well as the water-safety training information available on the USAREUR Safety website.

g. Wellness Issues. Separation from family and home can be difficult. Deployments and pending deployments place an additional stress on individuals and families. Enclosure 7 provides information on suicide prevention and other wellness issues.

(1) Suicide Prevention. Leaders should refer to DA Pamphlet 600-70 and Army in Europe Command Policy Letter 28 for guidance on suicide prevention.

(2) Alcohol and Substance Abuse. Leaders must be aggressive in preventing alcohol and substance abuse following long deployments and during the summer season.

(3) Domestic Violence. Leaders should contact Army Family Advocacy Program services for information on domestic violence. The Army Family Advocacy Program is required by AR 608-18 to provide educational information, resources, and services to help individuals who may be victims of violence, offenders in abusive relationship, and people affected by violence.

(4) Food Safety. Summer food safety poses a major health concern. Leaders should contact their local wellness coordinator or medical facility for more information.

h. Continuous Risk Management Implementation. By 1 May 2004, units and organizations will conduct refresher risk-management training using FM 100-14 and the training package on the USAREUR Safety website. This training must concentrate on the unit mission-essential task list (METL) and unique summer hazards.

4. RESPONSIBILITIES (USAREUR AND MSC COUNTERPARTS)

a. The USAREUR Safety and Occupational Health Office will—

(1) Beginning 1 May 2004, help OCPA distribute safety-campaign articles and materials, and post critical deployment, wellness, and summer-safety information on the USAREUR Safety website to support the Summer Safety Campaign.

(2) Provide information on summer safety to units preparing for training or deployment to the Balkans or the United States Central Command area of responsibility.

(3) Help the USAREUR G3 review safety programs submitted by MSCs.

(4) Monitor the implementation and execution of MSC safety programs.

b. The USAREUR G2 will provide weather information to MSCs as requested.

c. The USAREUR G3 will—

(1) Provide the USAREUR Safety and Occupational Health Office the identity of rotational units for the Balkans.

(2) Review MSC safety programs with the USAREUR Safety and Occupational Health Office.

(3) Provide safety and standardization information and requirements to aviation units returning to the central region from Operation Iraqi Freedom.

d. Commanders of Task Force Eagle and Task Force Falcon ASGs will—

(1) Review events planned for summer recreational activities to ensure hot-weather risk management is applied and appropriate controls are in place.

(2) Help deploying and redeploying units with railhead-training certification.

e. The USAREUR G4 will provide reconfiguration materials and instructions, as necessary, to make redeploying vehicles roadworthy for European convoy operations and update seatbelt configurations to the three-point seatbelt configuration.

f. The Chief, Public Affairs, USAREUR, will—

(1) Beginning 1 May 2004 and continuing until 30 September 2004, publish campaign safety information in appropriate media.

(2) Publicize the "Click It and Ticket" and "Booze It and Lose It" campaigns before long holiday weekends throughout the summer.

g. The Provost Marshal, USAREUR, will—

(1) Enforce road standards for vehicles and operators, including "Click It or Ticket," "Booze It and Lose It," and sobriety-test programs.

(2) Provide information concerning the processing of authorized war souvenirs.

h. The United States Army Europe Regional Medical Command (ERMC) will—

(1) Provide heat injury-prevention training information through public affairs channels, fact sheets, and other appropriate means.

(2) Provide disease and injury-reduction information to deploying and redeploying units.

(3) Ensure preventive-medicine offices provide heat-stress consultation services to all units.

i. The United States Army Center for Health Promotion and Preventive Medicine - Europe will coordinate with ASGs and BSBs to provide occupational-health awareness training in each community during the Summer Safety Campaign.

j. IMA-Europe will—

(1) Coordinate with ASGs for support of the Summer Safety Campaign.

(2) Publish summer safety articles in local community newspapers and media beginning on 1 May 2004. The articles should be tailored to the community.

(3) Emphasize moderation in alcohol consumption and the use of designated drivers and ride-home programs. MWR activities will promote the designated-driver program.

(4) Emphasize suicide prevention and outreach.

(5) Ensure that MWR activities conduct risk assessments of all sponsored summer activities according to AR 215-1. MWR managers should use self-inspection forms to detect unsafe practices and conditions.

(6) Review events planned for summer recreational activities to ensure hot-weather risk management is applied and appropriate controls are in place.

k. Commanders and directors will—

(1) Develop a summer safety program by 30 March 2004 that concentrates on the areas outlined in paragraph 3. Programs must be submitted to the USAREUR G3 for review and approval.

(2) Sustain campaign momentum and focus throughout the campaign.

(3) Conduct noncommissioned officer development programs (NCODP) and officer professional development (OPD) programs that train leaders for successful implementation and continued support of this campaign.

(4) Monitor subordinate units in their execution of this campaign.

(5) Ensure that a process is in place for relating off-duty risks for activities, including boating, grilling, picnics, sports, and swimming.

(6) Ensure that first-line leader risk-assessment and risk-mitigation assistance is available to Soldiers planning off-duty activities.

(7) Record and report lessons learned on safety-related issues to the USAREUR G3 and the USAREUR Safety and Occupational Health Office.

5. ENCLOSURES
The enclosures provide information central to tasks related to the Summer Safety Campaign. The USAREUR Safety website also provides information that will further help commanders concentrate on the risks and the mitigation steps that we must take to protect our Soldiers, civilians, and family members.

6. CAMPAIGN IMPLEMENTATION
To help with campaign implementation, I have dedicated the 27 April 2004 USAREUR Commanders' Safety Council meeting to our Summer Safety Campaign. I also will send a separate safety message to address risks specific to the summer season.

7. CAMPAIGN FOCUS
Again, this campaign's focus is to direct our energies to ensure we train, move, and maintain safety during the summer period. Our effectiveness and success depend on four key elements: adequate training, risk management, planning and preparation, and concerned leaders taking complete ownership of their Soldiers' safety. We must be aggressive in sustaining this focus. Encourage your leaders to vigorously execute these responsibilities and empower first-line leaders by providing strong command support and emphasis for this campaign. Accident and injury prevention must be central to all our activities, both on and off duty. It is our personal responsibility. We can neither afford nor accept the loss of a single Soldier, civilian employee, or family member to a preventable injury.

8. SUMMARY
I need the complete commitment of commanders, including rear detachment commanders, in the effort to prevent accidents this summer. We must be aggressive in giving this campaign priority over other competing issues. The entire chain of command must be engaged. Commanders at all levels are responsible for the safety of their personnel—it is fundamental to our craft. Together we can make this a safe and enjoyable summer for all our Soldiers, civilians, and family members.

B. B. BELL
General, USA
Commanding

7 Encls
1. References
2. Aviation and Ground Risk Overview
3. Summer Safety Topics
4. Weather
5. Hazards of Driving in Europe
6. Preventing Heat Injuries
7. Wellness and Health

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REFERENCES

Army Regulations

AR 215-1, Morale, Welfare, and Recreation Activities and Nonappropriated Fund Instrumentalities

AR 385-55, Prevention of Motor Vehicle Accidents

AR 385-95, Army Aviation Accident Prevention

AR 600-63, Army Health Promotion

AR 600-85, Army Substance Abuse Program (ASAP)

AR 608-18, The Army Family Advocacy Program

Army Pamphlets

DA Pamphlet 600-24, Suicide Prevention and Psychological Autopsy

DA Pamphlet 600-70, US Army Guide to the Prevention of Suicide and Self-Destructive Behavior

Other Department of the Army Publications

FM 21-305, Manual for the Wheeled Vehicle Driver

FM 100-14, Risk Management

Training Circular 21-305, Training Program for Wheeled Vehicle Accident Avoidance

Army in Europe and USAREUR Regulations

AE Regulation 95-1, General Provisions and Flight Regulations for Army Aviation

AE Regulation 190-1, Registering and Operating Privately Owned Vehicles in Germany

AE Regulation 600-55, Driver- and Operator-Standardization Program

USAREUR Regulation 40-6, Referring Soldiers for Mental-Health Evaluations

USAREUR Regulation 385-2, USAREUR Recreational Water Safety Program

USAREUR Regulation 385-4, Tactical Overwater Operations

USAREUR Regulation 385-55, Prevention of Motor Vehicle Accidents

Army in Europe and USAREUR Pamphlets

AE Pamphlet 190-34, Drivers Handbook and Examination Manual for Germany

AE Pamphlet 385-15, Leader's Operational Accident-Prevention Guide

USAREUR Pamphlet 385-17, Leaders Guide to Force Protection in Physical Training Running Formations

Other Army in Europe and USAREUR Publications

Army in Europe Command Policy Letter 3, Safety, 4 May 2003

Army in Europe Command Policy Letter 28, Suicide Prevention, 4 May 2003

Bell Sends #1, Deployment Safety, 31 January 2003

Bell Sends #4, SAFETY ALERT - Fatalities, 13 May 2003

Bell Sends #5, SAFETY ALERT - Motorcycle Fatalities, 17 June 2003

Bell Sends #7, Motorcycle Carnage Continues, 8 July 2003

Bell Sends #9, Motor-Vehicle Safety - Auto Crash Kills Soldier, 1 August 2003

Bell Sends #10-04, Soldier Reintegration on Return From OIF, 9 January 2004

Bell Sends #12-04, USAREUR 2004 Summer Safety Campaign, 29 January 2004

Memorandum, HQ USAREUR/7A, AEAGA-S, 5 March 2003, subject: Risk-Assessment Tools for Preventing Accidents

AVIATION AND GROUND RISK OVERVIEW

This enclosure provides an overview of aviation and operational ground risks that exist during the summer season.

Tab A: Aviation Risks. This tab provides lessons learned and risk-management information for personnel involved in aviation air and ground operations.

Tab B: Ground Risks. This tab provides lessons learned and risk-management information for personnel involved in ground operations other than aviation.

AVIATION RISKS

The guidance in this enclosure applies to USAREUR aviation units that are operating in the central region and the Balkans, or that are deploying to or redeploying from contingency or combat operations.

1. Accident Types. Listed below are the primary accident types, their primary causes, safety issues, aviation operational hazards, challenges, and areas on which to direct attention.

a. Primary Accident Types.

(1) Unintentional Impact with an Object or Surface. This is our number-one accident type and it is the most common in the central region and the Balkans. Examples of this type of accident include ground strikes, tree strikes, and wire strikes.

(2) Maintenance. This type of accident usually involves failed aircraft components, unsecured cowlings, or objects lost in flight, as well as accidents on the ground involving the handling or movement of aircraft.

(3) Blade Strikes. This type of accident involves objects striking the main rotor and tail rotor systems and is generally caused by unsecured items blowing into the rotor systems.

b. Primary Causes.

(1) Individual Failure (Human Error). Individual failure includes omitting, overseeing, or arbitrarily disregarding an established standard or procedure (for example, failing to adhere to a minimum hard-deck altitude, skipping steps or items in an aircraft checklist).

(2) Leader Failure (Human Error). Leader failure includes failing to enforce standards, failing to provide proper supervision, and making uniformed risk decisions (for example, poor crew selection, inadequate mission planning, not correcting behavior inconsistent with the standard).

(3) Training Failure (Human Error). Training failure includes failing to train properly for a mission (for example, executing a "fast-rope" mission without all crewmembers being "current" in the procedures, lack of proficiency, and allowing the urgency of a mission push crews beyond their capability or stretching their capabilities for the sake of accomplishing a mission.

c. Safety Issues.

(1) Aviation Procedures Guide (APG). Strict compliance with established guidance in the Balkans APG is imperative.

(2) Hard Deck—Mission Versus Training (Balkans). Operating below the hard-deck (minimum altitude) limitation prescribed by the APG during missions and on training flights has resulted in several accidents.

(3) Terrain and Low-Level Flight. Unintentionally hitting an object or surface is the main type of accident in the USAREUR area of responsibility. The need to maintain situational awareness at all times cannot be overstated. Situational awareness, crosschecks, and crew coordination must increase at lower flight altitudes.

(4) Aircrew Training Manuals (ATMs), Standing Operating Procedures (SOPs), TM-XXXX-10 Operating Manuals, and Checklists. Tasks, conditions, standards, procedures, limitations, and other established requirements must be complied with and strictly enforced. Leaders, peers, and subordinates should never tolerate an arbitrary disregard for standards or procedures.

d. Aviation Operational Hazards.

(1) Environment (Brownouts, Dust, Sand, Weather, and Wind). Operating in harsh flight environments increases the risk of accidents. This risk is increased by failing to prepare, poor decision-making, and inexperience. There is no substitute for frequent and realistic training in environments that are similar to those where the actual mission will be executed. Know your limitations.

(2) Weather Issues.

(a) Visual Flight Rules (VFR) Versus Instrument Flight Rules (IFR). Intentionally flying into bad weather, improper flight planning, inadequate in-flight decision-making, and failing to maintain adequate terrain clearance all increase the probability of aviation accidents. A controlled flight into terrain (CFIT) accident is likely to occur when a crew chooses to continue a VFR flight after encountering instrument meteorological conditions or low ceilings and limited visibility.

(b) Brownouts. Brownouts generally occur over an area where loosely packed dirt, dust, or sand accumulates. Aircraft may encounter brownout conditions when taking off, landing, and especially when hovering. Pilots must be aware of and anticipate brownout conditions. Pilots also must train adequately in the proper techniques for operating in this type of environment and exercise extreme caution and judgment regarding mission accomplishment and safety.

(c) Restrictions to Visibility. Fog, low clouds, rain showers, and (in certain parts of the world) blowing dirt, dust, and sand all reduce visibility. These environmental and weather phenomena also restrict the pilot's ability to maintain visual reference and situational awareness. Sustained or frequent operations under these conditions significantly increase the potential for weather-related accidents and must be avoided. Strict compliance to ceiling and visibility requirements outlined in applicable regulations is imperative. Leaders must brief weather-abort criteria and emergency/vertical helicopter instrument recovery procedures (E/VHIRPs) when weather is a factor.

(3) Aviation Life-Support Equipment (ALSE). ALSE must be inspected, functional, and available to crewmembers during missions conducted in extreme temperatures. The severity of forced landings and accidents may increase if proper precautions are not taken.

(4) Obstructions (Trees and Wires). Long-term USAREUR aviation-accident history shows a recurring pattern of running into trees, wires, and other obstructions. This trend must be curtailed. Aviation leaders at every level must emphasize this in classrooms, in the cockpit, and during safety and mission briefings. We cannot continue to lose personnel and equipment to this type of preventable accident.

(5) Blade Strikes (Objects Versus the Main Roter (M/R) and Tail Roter (T/R); M/R and T/R Versus Objects). We must always maintain situational awareness while operating in and around running aircraft. Aviation personnel must police areas for foreign object debris (FOD) (for example, aircraft parts such as covers and doors; other debris). Likewise, pilots must always maintain enough clearance while rotor blades are turning. We must reemphasize this requirement to crewmembers and maintenance personnel.

(6) Maintenance (Towing and Ground Handling). Maintaining situational awareness is important for reducing the hazards involved in towing and ground-handling operations. Conducting walk-arounds, adhering to speed limits for towing, and always using the required number of ground guides will help eliminate these hazards.

(7) Airfields and FARPs. Airfields and forward arming and refueling points (FARPs) must be established and maintained according to applicable regulations. Airfields and FARPs can fall into disrepair as a result of disuse or complacency. Aviation safety officers (ASOs) must survey these sites and maintain current hazard logs regarding safety issues. Reintegration into locations that have been closed temporarily may require more preparation and maintenance.

(8) Aircraft Parking (Hesco Barriers and Berms) and Weapons and Ammunition (Loading, Unloading, and Storage). Extreme caution and diligence must be paid to ensure that loaded aircraft are parked in a manner that would minimize the effect if a weapons system discharges inadvertently. In addition, the upload, download, and storage of munitions while at home station, during movement, and while deployed require constant vigilance and standardized safety precautions. We cannot use deployments as an excuse to take shortcuts in these areas.

e. Challenges and Prevention.

(1) Accurate Reporting and Data Collection (Challenge). The collection of accurate and timely accident information is necessary in order to analyze the data, identify trends, and target prevention measures. Without accurate reporting, we cannot make informed prevention decisions; however, we should not simply be a "clearinghouse" for accident information. ASOs must be diligent in collecting, documenting, and reporting unit accidents.

(2) Trend Analysis (Accident Causes). Identifying trends and systemic problems is imperative in order to target prevention measures that are proactive and preventive in nature. For this reason, we must collect data from an historical perspective, analyze it, and determine what types of accidents are occurring and what is causing them. ASOs must access the United States Army Safety Center Risk Management Information System (RMIS) and collect and analyze long-term historical accident data (including abbreviated aviation accident reports (AAARs)), identify trends, and identify prevention measures.

(3) Human Error (Leadership and Individual Failure). The most effective tools for eliminating failures of leaders and individual Soldiers are as follows:

(a) Command Emphasis and Support. Aviation leaders from the top level down must advocate and enforce standards. We must empower our subordinate supervisors to act on our behalf and with the full weight of our convictions. Mission first, but safety always.

(b) Ownership (Accountability and Direct Oversight). Aviation leaders must assume ownership and personal responsibility for the safety of their personnel. These leaders must provide direct supervision during daily operations and make spotchecks during the preparation, training, and execution phases of missions. "Soldiers do what leaders check."

(c) Identify Risk-Takers—Intervention. Leaders must not accept behavior that is inconsistent with standards. Allowing substandard performance can lead to accidents. There are risk-takers and those who take shortcuts. Identify these individuals and other personnel who omit or compromise a standard, and intervene. Make corrections and make these personnel aware of your expectation of their performance. Make them accountable and reeducate and retrain them to standard. Leaders, peers, and subordinates must show "tough love" to our fellow Soldiers. We must develop a willingness to tactfully yet deliberately correct inappropriate behavior before an accident occurs. We cannot afford to look back and say, "I knew this would happen."

(d) Collect, Evaluate, and Apply Lessons Learned. Those who do not learn from their mistakes are doomed to repeat them. We do not have to make the same mistakes that our predecessors made. There are enough sources of information in terms of lessons learned regarding our diverse missions. This information must be collected and exploited to the fullest extent possible. There are no new accidents. We continue to hurt ourselves and damage our equipment in the same ways over and over. We must capture and apply applicable lessons learned in a proactive manner in terms of implementing control measures to reduce identified and potential hazards. We also must document our experience and share it with other organizations.

2. Guidance. The following guidance is specific to aviation commanders and other leaders; aviation safety, standardization, and maintenance officers; and aviation support personnel. This guidance is designed to enhance safety awareness, increase the unit safety posture, and prevent aviation accidents.

a. Aviation commanders will—

(1) Sustain the current unit safety posture and reduce hazards by continuously applying active risk-management principles as necessary during preparation, movement, reintegration, and sustainment operations.

(2) Ensure that clear, concise, and functional guidance is in place for expected mission requirements and direct leaders at every level to supervise and enforce standards.

(3) Ensure that deliberate risk assessments are performed for all applicable mission and task scenarios particular to the various phases of operation (for example, preparation, movement, reintegration). Hazards identified during the risk assessment and the review of relevant safety literature will be documented and mitigated according to the five-step risk-management process.

b. Aviation safety and standardization personnel will consider flight hazards associated with the imminent operational environment before deployment and reintegration. Special emphasis must be placed on the review of applicable Army regulations, pamphlets, field manuals, training circulars, technical manuals, aircrew training manuals ATMs, APGs, and SOPs in terms of identifying, knowing, and adhering to standards.

c. Aviation leaders will obtain and review applicable lessons learned, accident trends, and other information applicable to the operational hazards expected while en route, on a mission, and at home station. The following is a list of relevant information that should be reviewed. These items are available on-line at *http://www.per.hqusareur.army.mil* (click on *Safety*, *Aviation Safety*, then *Aviation Safety Information*):

- USAREUR Aviation Safety Briefing (Trend Analysis & Lessons Learned).
- OIF Aviation Safety Briefing (Trend Analysis & Lessons Learned).
- Next Accident Assessment for Leaders of Aviators.
- Next Accident Assessment for Aviators.
- Deployment Safety.
- Desert Shield Leader's Safety Guide.
- Desert Storm NVG.
- Redeployment & Port Operations Leader's Safety Guide.
- USAREUR Hot Weather Aviation Safety Information.

d. Aviation leaders and standardization personnel must ensure that training and mission execution are comparable in terms of strict compliance with task, condition, and standard. Creatively interpreting or modifying established standards and continuing to use flight techniques not sanctioned or published are unacceptable.

e. Aviation safety, standardization, and maintenance personnel will establish and maintain a deployment library that includes essential maintenance, training, operational, and safety publications.

f. Aviation leaders and maintenance supervisors must place special emphasis on proper "by-the-book" maintenance and ground handling of aircraft at all times. Reemphasize hook-up procedures, speed limits, and the number and position of ground guides.

g. Aviation safety and standardization personnel will consider and reduce mission challenges specific to the expected flight environment. Areas requiring special attention include but are not limited to the following:

(1) Environmental considerations (for example, blowing dirt, dust, and sand; brownouts).

(2) Performance planning considerations, especially in high-altitude and extremely hot environments.

(3) Visual limitations in terms of contrast and depth perception in the desert and over poor contrast terrain.

(4) Night vision goggle (NVG), night vision device (NVD), and night vision system (NVS) limitations.

(5) Obstacles, wires, and hazards to flight.

(6) Mission-oriented protective posture (MOPP) gear flight limitations.

(7) Nuclear, biological, and chemical (NBC) operations and considerations.

(8) Desert and hot-weather environmental flight considerations.

(9) Extended-Range Fuel System (ERFS).

(10) Laser safety.

(11) FARP operations, including the upload and download of ammunition, ammunition storage, the mitigation of inadvertent launches, and the use of berms and Hesco barriers.

h. Aviation units should—

(1) Modify training, revise existing procedures, and implement additional control measures as necessary to mitigate hazards and mission challenges that are specific to the expected operational environment.

(2) Make optimal use of training opportunities during reception, staging, onward movement, and integration (RSOI) and mission-rehearsal exercises, concentrating on realism in terms of modeling the training environment and tasks commensurate with the expected mission environment.

i. Aviation units will—

(1) Establish and revise their emergency helicopter instrument recovery procedure (EHIRP) for their current area of operation considering such things as the terrain, the threat, mission-briefing requirements, crew duties, crew-coordination requirements, radio-communication procedures, and recovery airfield requirements.

(2) Conduct operational and safety surveys in order to identify hazards to flight specific to their area of operation. The aviation flight operations section will establish and continuously update a unit hazard map that includes restricted flight areas and natural and manmade hazards and obstacles. Aviation crewmembers will update their individual hazard maps and brief hazards before every mission.

(3) Establish and update their pre-accident plan, which provides guidance, information, and procedures to follow in case of an aviation accident. Pre-accident plans will be specific to the region and include such things as notification procedures, emergency support services, POC contact numbers, local telephone listings, notification requirements, witness identification, accident-response coordination, records and logs, medical requirements and support, and accident-site security.

(4) Develop and implement crew-endurance and fighter-management programs. These programs must include duty-day considerations while preparing for deployment, movement, reintegration, and continuous or sustained operations while deployed and at home station. Individual crew-rest plans also will include effective controls for aviation crewmembers conducting nighttime operations in terms of protecting night vision and provisions for adequate rest.

(5) Ensure tactical FARPs are established according to applicable regulations. Also ensure that aircraft ordnance handling and inspections or maintenance of weapons systems are conducted in a safe area with weapons directed away from other aircraft, troops, and facilities. The use of berms is recommended.

GROUND RISKS

1. Purpose. This tab provides safety guidance to leaders to be used when and establishing garrisons and planning deployments and operations in the central region and the Balkans. This tab also describes the primary hazards, accident types, causes, safety issues and prevention focus for summer training and operations in the central region and the Balkans as well as deployment and redeployment issues.

2. Primary Accident Types and Hazards.

a. Privately Owned Vehicle (POV) Accidents. The most common reasons for POV accidents are as follows:

- **Speed.** Driving too fast for road conditions or losing control of the vehicle while passing or exiting the roadway.
- **Fatigue.** Falling asleep while driving or losing control due to drowsiness.
- **Alcohol.** Drinking and driving.

b. Military Vehicles. The most common reasons for military-vehicle accidents are as follows:

- **Speed.** Driving too fast for road conditions or losing control of the vehicle while passing or exiting the roadway.
- **Fatigue.** Falling asleep while driving or losing control due to drowsiness. Failing to follow a sleep plan or not modifying the sleep plan when the schedule changes.
- **Failure to Recognize Hazards.** Failing to recognize and adjust driving for curves, sinkholes, soft shoulders, and steep hills.
- **Convoy Accidents.** Speeding to "catch up," taking risks to maintain convoy integrity, poor communication, and making U-turns.
- **Backing Accidents.** Failing to use or obey ground guides.
- **Mission Planning.** Failing to properly plan for the mission, including crew selection, reconnaissance, preparation, and hazard identification.

c. Personnel Injuries. The most common reasons for personnel injuries are as follows:

- **Sports Injuries.** Lack of physical conditioning and acclimation, poor facilities, and lack of supervisory control.

- **Slips, Trips, and Falls.** Failing to follow the “three points of contact” rule for maintaining balance. Falling from heights after drinking.

- **Recreation Accidents.** Lack of physical conditioning and acclimation, lack of training, and alcohol use.

- **Finger Injuries.** Catching rings on objects and crushing fingers during operations.

- **Hot-Weather Injuries.**

- **Electric Shock.** Contact with overhead electrical lines at rail-loading locations and rail stops. Contact with electrical lines during recovery operations. Antenna contact with overhead electrical lines on roads and rail crossings.

d. Fire and Explosives. The most common causes of injuries from fire and explosives are as follows:

- **Heaters and Stoves.** Using the wrong fuel, failing to cool the heater or stove before refueling, and use of unauthorized heaters.

- **Accidental Discharges.** Lack of training on proper weapon handling procedures and muzzle awareness.

- **Explosives.** Improper handling of ammunition.

3. Primary Causes. The primary causes of accidents are as follows:

- **Individual Failure (Human Error).** Omitting, overseeing, or disregarding established standards and procedures (for example, failing to observe speed limits and failing to follow proper equipment-operation procedures).

- **Leader Failure (Human Error).** Failing to enforce standards, lack of supervision, or poor application of the risk-management process in identifying hazards and implementing controls (for example, inadequate mission planning, failing to correct nonstandard behavior, poor crew selection).

- **Training Failure (Human Error).** Inadequate training when preparing for mission execution (for example, failing to train and certify crews for rail-loading operations and giving improper instructions for convoy operations).

4. Safety Issues.

- **Vehicle Operation.** Strict compliance with the speed limits in AE Pamphlet 385-15 and vehicle technical manuals (TMs) with modifications for road and traffic conditions. Compliance with vehicle markings according to USAREUR Regulation 385-55. Use of ground guides when backing or operating in close quarters.

- **Hot Weather.** Preparing personnel and equipment for operation in hot weather. Hot-weather-injury prevention training. Acclimation of personnel for changes in weather conditions.

- **Deployment Operations.** Training and certification of personnel for convoy and rail-loading operations. Properly marking vehicles.

- **Redeployment Operations.** Training and certification of personnel for convoy and rail loading operations. Properly marking vehicles. Refreshing Soldiers on POV operations and the hazards of alcohol consumption.

- **Standing Operating Procedures (SOPs), TM-XXXX-10 Operating Manuals, Checklists.** Task, condition, standard, and procedural compliance and enforcement by first-line leaders.

5. Operational Hazards.

a. Environment (Heat, Sand, Sun, and Wind). Operating in harsh environments increases the risk of injuries and accidents. This is made worse by lack of preparation, poor planning, and poor decision-making. Preparation and realistic training are the keys to mission success in harsh environments.

- **Precipitation.** Precipitation can hinder vehicle traction and make it harder to control the vehicle, which makes movement hazardous. Speed control is the primary control factor.

- **Visibility.** Dust, fog, and rain all restrict visibility. This affects the vehicle operator's ability to maintain situational awareness and visual reference. Speed control and communication are the primary control factors.

- **Heat.** Personnel must be properly equipped for operation in hot environments (USAREUR Pam 350-7). Work activities and water intake must be regulated to prevent heat injuries. First-line leaders and coworkers must be vigilant to prevent heat injuries. Clothing must be available and layering used to provide maximum protection. Enforcement by first-line leaders and coworkers through periodic checks are mandatory to prevent hot-weather injuries. Overhead cover or shade should be provided to reduce exposure to the sun. Proper hydration is essential.

b. Deployment and Redeployment Operations.

- **Rail Operations.** Railhead loading and unloading operations, supercargo, and guard details require special attention. Respect for power lines, heavy-equipment movement, and high-speed trains is essential. Use the rail training, certification, and verification program required by AE Pamphlet 385-15 and available on the USAREUR Safety website.

- **Convoy Operations.** Drivers must be properly equipped and trained for convoy operations. Communication and control is essential. A deliberate and enforced rest and sleep plan must be developed according to USAREUR Regulation 385-55. Drivers must be properly equipped and trained for night-vision operations. Use the convoy-training program available on the USAREUR Safety website.

- **Port Operations.** Soldiers must be properly trained and licensed to operate equipment. Congestion, large-vehicle movement, and overhead hazards all require enhanced situational awareness and first-line leader control.

c. Weapon Discharges. Unintended weapon discharges are a frequent and very dangerous reality. Leaders must ensure that Soldiers are properly trained and that muzzle awareness is stressed at all times.

d. Fire. The use of stoves, heaters, and lanterns significantly increases the risk of fire. Using these devices in tents and close quarters multiplies that risk. Proper training and licensing for equipment operation is essential. Fire-prevention planning and preparation are critical. Vehicle fires are a result of poor maintenance. Crews must practice evacuation procedures.

e. Reintegration. When preparing Soldiers for their return from deployment, reemphasize proper POV operation, the dangers of excess alcohol consumption and driving under the influence, the importance of acclimation, and the resumption of organized physical training.

6. Challenges and Prevention Focus.

a. General.

(1) Applied safety and occupational-health measures and risk-management practices are combat multipliers. Commanders and first-line leaders will incorporate the five-step risk-management process in all operations and tasks. Safety and occupational-health standards for field operations outlined in AE Pamphlet 385-15 will be enforced. General standards for convoy operations, rail operations, port operations, ammunition and explosives safety, occupational safety and health, and hazardous material (HAZMAT) will be followed.

(2) Commanders will use their unit safety officers and noncommissioned officers (NCOs) to help unit leaders ensure that safety and risk management practices are followed in all operations and tasks. This includes the use of assigned civilian safety and occupational health professionals. In addition, unit leaders will enforce the safety and occupational-health standards for field operations outlined in AE Pamphlet 385-15.

(3) Unit safety officers and NCOs will attend the Safety Officer/NCO Course (SOC 40) at the Combined Arms Training Center within 90 days after their appointment and will deploy with their organizations to provide organic safety support. Civilian safety and occupational health professionals will deploy with their designated organizations to provide safety support.

(4) Units will establish emergency-recovery procedures that consider factors such as the terrain, the threat, mission-briefing requirements, communication procedures, and recovery.

(5) Units will conduct operational and safety surveys to identify hazards specific to their areas of operation. Operations will establish a hazard map and update it continuously.

(6) Units will establish a pre-accident plan that provides guidance, information, and procedures to follow in case of an accident. Pre-accident plans will be specific to the region and include information on emergency-support services, POC telephone numbers, telephone lists, notification requirements, witness identification, accident-response coordination, records and logs, medical requirements and support, and site security.

b. Safe Vehicle Operations.

(1) Safe vehicle operations must be an integral part of mission execution. Safe vehicle operation involves ensuring that drivers are properly qualified and licensed, the use of noncommissioned officers in charge, and the identification of hazards associated with road conditions and environments that may be dangerous. Vehicles will be placarded properly to ensure greater visibility. The convoy procedures in AE Pamphlet 385-15 will be followed.

(2) Speed limits will be established to ensure safe vehicle and convoy operations.

c. Personal Protective Equipment. Serviceable and properly fitted personal protective equipment (PPE) must be provided and used by all personnel, as required. PPE includes eye, hand, feet, head, and hearing protection. Helmets and other body armor are also considered PPE. Helmets will be worn in tactical vehicles.

d. Separation-Distance Requirements. To meet separation-distance requirements and protect personnel from hazardous operations, life-support areas that house personnel will be constructed as far as possible from fuel- and munitions-storage areas, aircraft live-load parking areas, and other areas where hazardous operations are conducted.

e. Electrical Safety.

(1) Electrical work performed on tactical vans, ramps, and buildings that house staff will be to standard. Soldiers working as electricians will be properly trained and certified to perform this type of work. Work on electrical boxes will be done with the power shut off and locked out. If work must be done on an electrical box when it is "hot," a risk assessment must be conducted and approval to do the work must be obtained from an officer in the grade of colonel.

(2) "Lockout and tagout" procedures, confined-space entry procedures, and electrical distribution systems that differ from standard practices must be evaluated in all stages of operation to ensure hazards are minimized.

f. Fire Prevention.

(1) Fire wardens and fire-protection personnel must conduct appropriate fire-safety training and briefings that explain the actions to be taken in case of a fire. In addition, routine monitoring must be conducted during deployments to detect and correct adverse trends to prevent fires. All personnel must be trained on how to report a fire and use a fire extinguisher.

(2) The construction of life-support areas must include firelanes separating every three rows of tents and must meet life safety code requirements. One 10-pound carbon dioxide (CO2) and one pressurized water fire extinguisher are the minimum standard for a general purpose (GP) medium tent. In addition, a 10-pound CO2 fire extinguisher will be placed every 75 feet in fixed facilities. Personnel capacities will be determined and posted for all facilities. Carbon monoxide (CO) detectors and smoke detectors will be considered for use in life-support areas.

g. Heaters.

(1) Unvented heaters are not authorized. This prohibition applies in guardshacks; tents; life-support areas; morale, welfare, and recreation facilities; military-owned demountable containers (MILVANs); and other locations that require heaters.

(2) Vented heaters include forced-air heaters that have fuel, ignition, and heat sources located outside of tents and structures. AE Pamphlet 385-15 lists approved heaters belonging to the family of space heaters (FOSH) with national stock numbers (NSNs) and descriptions.

(3) Commercial off-the-shelf (COTS) and electric heaters may be authorized if they are approved by a reputable national standards organization (for example, Underwriters Laboratories (UL), American National Standards Institute (ANSI), International Organization for Standardization (ISO)) or have a "CE" (*Conformité Européenne*) label indicating that the heater is approved for use. If electric heaters are used outdoors or in a damp environment, a ground fault interrupter must be installed between the heater and the power source.

(4) TM 10-4500-200-13 provides operating instructions and preventive-maintenance checklists for using M1941 type I and II and M1950 solid- or liquid-fuel space heaters. Heater model H-45 type I and type II operation and maintenance instructions are in TM 9-4520-257-12&P. Personnel will consult TM 9-4520-257-12&P or TM 10-4500-200-13 when installing space heaters.

h. Carbon Monoxide.

(1) CO is a clear, odorless gas that forms during incomplete combustion. In the body, it takes oxygen out of the blood. Unvented heaters and leaking vented heaters can release dangerous quantities of CO. If the heater is in an enclosed space, the concentration can build up. Examples of enclosed spaces include closed vehicles, closed garages, and closed tents. First aid for CO poisoning is to get the victim away for the CO and out into fresh air where the CO concentration in the body can lower itself.

(2) Asphyxiation is a condition caused by a lack of oxygen in the air being breathed. A vented heater in perfect running order can cause this condition if a tent (such as the squad tent) or room is tightly closed. Fire requires oxygen to burn, and can burn using less oxygen than a human needs to survive. Therefore, a tent or room with a vented heater also must be ventilated to avoid this condition ("make-up air"). Victims of CO poisoning must be moved to an area in which fresh air is present.

i. HAZMAT Transport. AE Regulation 55-4 will be used for the road or rail transport of HAZMAT, including ammunition and explosives. Operators of vehicles transporting dangerous goods must be trained and certified.

j. Sleep Plans. Develop a directed sleep plan according to USAREUR Regulation 385-55 to ensure fatigue does not hinder mission accomplishment. Fatigue is a factor in the cause of many accidents. After 48 to 72 hours without sleep, a person becomes ineffective. Factors that can affect fatigue include diet, hygiene, physical condition, stress, and lack of water consumption.

k. Weather-Related Injuries. Weather-related injuries (including heat cramps, heat exhaustion, heat stroke, and dehydration) are considered preventable and reportable mishaps. Soldiers will be trained on hot-weather injury prevention before the potential for hot-weather injuries occurs. Leaders will ensure that adequate measures are taken to prevent weather-related injuries. Rest, diet, fluid intake, and proper clothing help prevent weather-related injuries. Operating while wearing mission-oriented protective posture (MOPP) gear increases the hazards of weather-related injuries. When conducting operations in MOPP gear, increase the wet bulb globe temperature (WBGT) by 10 degrees F and increase water consumption. Delegate and distribute tasks to reduce fatigue.

l. Sports Safety. Procedures must be established to identify hazards related to sports and recreation facilities and activities. Monitor these hazards and show personnel how to protect themselves against potential injury (for example, by using PPE).

m. Radiation Protection. Emphasis must be placed on radiation protection.

(1) The local unit radiation-safety officer must be notified when a radioactive source is damaged or lost. Evaluation, reporting, and clean-up procedures will be according to AE Pamphlet 385-15. Damaged sources and soil in the immediate vicinity will be placed in a plastic bag using gloves. This bag will be placed in a second bag and labeled as containing possible radioactive material. The second bag will be placed in another bag and labeled.

(2) The increasing use of lasers for range-finding and target designation, and the availability of inexpensive laser pointers, significantly increase the potential for laser exposure. Aircraft are especially vulnerable. Laser detectors provide an indication of laser exposure but do not distinguish lasers by their characteristics. This makes the assessment of potential injury impossible. Laser protective eyewear with laser filters provides protection against this potential threat. Exposures will be reported immediately, and medical personnel will evaluate exposed personnel.

n. Deployment Operations. Deployment operations pose a significant risk. Proactive risk-management and compliance with established standards listed in the references for convoy operations, rail-loading and transport, and port operations are critical to mission success. Specific areas of concern are operations in close proximity to overhead electrical lines at railheads, the staging and loading of explosives containers and uploaded vehicles, the transport of fuels, and fueling operations.

o. Unexploded Ordnance (UXO). Explosives reconnaissance involves three steps: identify, mark, and report. Personnel must be trained to recognize UXO hazards. They must safely mark and evacuate and report the UXO hazard. Suspicious items or identified UXO will not be touched or approached.

p. Fratricide. Ensure all accidents involving suspected fratricide are investigated and reported according to AR 385-40 and Army in Europe Regulation 385-40.

SUMMER SAFETY TOPICS

1. General. Summer is a time when people engage in many outdoor activities with their families and friends, such as barbecuing, hiking, motorcycle riding, sunbathing, traveling, and water sports. Unfortunately, summer also is a time that has been associated with increased preventable fatalities and injuries related to these activities. This enclosure provides information for commanders and supervisors to use during their summer safety briefings to increase the awareness of summer recreational hazards. Safety days, wellness clinics, and safety showdown games are effective ways to provide information to Soldiers, civilian employees, and family members.

2. Water Safety.

a. Alcohol and Water Activities Do Not Mix. More than half of all fatalities involving water activities are alcohol-related.

(1) Alcohol has many physical effects on people that directly threaten their safety and well-being when they are involved in activities on or around water.

- Cognitive abilities and judgment deteriorate, making it harder to process information, assess situations, and make good choices.
- Physical performance is impaired, including balance problems, lack of coordination, and increased reaction time.
- Vision is affected. This includes decreased peripheral vision, reduced depth perception, decreased night vision, poor focus, and difficulty distinguishing colors (particularly red and green).
- Inner-ear disturbances can make it impossible for a person who falls into the water to distinguish up from down.
- Alcohol creates a physical sensation of warmth, which may prevent a person in cold water from getting out before hypothermia sets in.

(2) Because of the above physical effects, a boat operator with a blood alcohol concentration of higher than 0.10 percent is estimated to be more than 10 times as likely to die in a boating accident than an operator who has not consumed alcohol. Passengers are also at a much greater risk of injury and death, especially if they also are drinking alcoholic beverages.

b. Boating. Many Soldiers and family members will be boating this summer. The rules governing the use of boats vary, depending on the country in which the boat is used. In some areas, no experience is required to pilot a boat, while other areas require testing and training at some level. Regardless of where you use a boat, hazards are present that need to be understood and avoided to reduce the risk of death or injury.

(1) According to the U.S. Coast Guard (USCG)—

- 76 million Americans participate in recreational boating each year. On average, more than 800 Americans die each year from boating accidents. Seventy percent of those fatalities occur between May and September, with July as the deadliest month.
- Seventy-seven percent of all fatalities on the water involve people not wearing personal floatation devices (PFDs).
- Young males are at greatest risk: those from age 20 to 39 account for the vast majority of boating accidents each year.

(2) Commanders should emphasize the following keys to safe boating:

- Every boater should wear a PFD.
- Alcohol and boating are a dangerous combination, and alcohol should not be part of the outing. More than half of all boating accidents are alcohol-related.
- All boaters should take a course in boating safety.

c. Water-Skiing. Do not take unnecessary risks while water-skiing. The following tips will help you safely enjoy this sport:

- Always have an observer in the boat. (This is a legal requirement in many States.) The boat driver cannot watch the skier and operate the boat safely at the same time.
- Always wear a U.S. Coast Guard-approved PFD designed for water-skiing or one that meets "CE" (*Conformité Européenne*) standards. Ski belts are not recommended. Your approved PFD will help keep you afloat.
- Never ski in rough water. High waves or a choppy sea will prevent the towboat from maintaining a steady course and speed.
- Stay well clear of congested areas and obstructions. Water-skiing requires a lot of open area.
- Do not spray or "buzz" swimmers, boats, or other skiers. Such stunts are dangerous, discourteous, and could cause an unintentional collision.
- Never ski after dark. It is hazardous and illegal. Any boat traveling fast enough to tow a skier is traveling too fast to navigate safely at night.
- Never water-ski while under the influence of alcohol or drugs. Such activity is extremely dangerous because of the impairment to your judgment and ability to respond. A recent study conducted with expert skiers who were deliberately intoxicated indicated that even their ability to ski was dramatically reduced.
- Use hand signals between the skier and the observer. Agree before you start what each signal means so there is no confusion at a critical moment.

- Keep away from crowded beaches, docks, swimming areas, rocks, and bridge pilings.

d. Swimming. Every year in the European military community, someone dies or is severely injured as a result of a swimming accident. These accidents were preventable. Inexperience, lack of supervision, unfamiliar water, horseplay, and alcohol use are the most common factors in these accidents. Swimming in rivers can be extremely dangerous because of swift currents and boating traffic. The water also can be cold, which increases the chance of hypothermia. Public swimming pools are generally considered safer than open-water swimming areas, but this is not always the case. Authorized swimming areas (USAREUR Reg 385-2) have lifeguards on duty and meet health standards. Every base support battalion (BSB) is required to maintain a policy on approved swimming areas, and can provide guidance to the community. Consult your local BSB safety office for the most current information.

NOTE: European lifeguards are different from those you may have encountered in the United States; they wander through the facility and may perform other duties. Adult supervision of small children is critical.

(1) Drowning. Most drowning occurs within 10 yards of shore. Learning to swim and understanding water hazards can increase your chances of survival. Here are some tips:

- Never swim alone. Swim with a friend at all times.
- Swim in a safe place, preferably one with lifeguards. Check with your BSB safety office for approved swimming areas.
- Do not swim when overheated, tired, or chilled, or during a storm.
- Do not dive into unfamiliar waters or try to swim in unfamiliar river currents.
- Always empty “kiddie” pools when not in use. Maintain close supervision when in use.
- Learn basic water-rescue and water-survival techniques to help drowning victims and to protect yourself.
- Learn cardiopulmonary resuscitation (CPR) to help drowning victims.
- Remember that alcohol does not mix with swimming.
- Most importantly, know your swimming ability. PFDs should be worn by inexperienced swimmers in unfamiliar or deep water.

(2) Rescue Techniques. The Red Cross creed for lifesaving involves four steps in the following order: reach, throw, row, and go. (Do not try the next step until you are sure that the previous step will not work.)

- **Reach.** First try to reach the person. Use your hand or anything else that can be held onto, such as a belt, a fishing pole, a jacket, an oar, or a rope.

- **Throw.** If you cannot reach the person, throw something to him or her that will float, such as a ball, a beach toy, a picnic cooler, a piece of wood, a plastic bottle, or a spare tire.

- **Row.** If the person is too far away, go to him or her by using an air mattress, a log, a raft, a small boat, a surfboard, or anything else that you can row or paddle with your hands.

- **Go.** If you are unable to reach the person using the above three steps, swim out and tow him or her to shore, but only if you are a good swimmer and trained in lifesaving techniques.

3. Hiking. A favorite summer activity is hiking, but it should be carefully planned. Tell someone where you will be hiking and when you expect to return. Check the weather forecast to avoid bad weather. Establish a leader and a plan for changes. Carry a map and compass and stay on a marked path. Carry a whistle (three short blasts is the international signal for help in an emergency). Wear clothing appropriate for the activity and the weather, preferably clothing made of natural fibers. Long sleeves and full-length pants will protect you from insects, the sun, and brush. Wear hiking boots or good, sturdy walking shoes that are broken in. Hike in small groups of less than 10 people. Carry a first-aid kit. Take advantage of the excellent guided trips through your local morale, welfare, and recreation office or Armed Forces Recreation Center.

4. Mountain Biking.

a. General. The mountain-biking information provided here is for the beginner off-road cyclist. Included is important basic information on equipment, courtesy, safety, technique, and trail rules. Rules governing safety and courtesy are important for the well-being and enjoyment of all trail users. The International Mountain Biking Association (IMBA) has set the following rules of the trail:

- Ride on open trails only. Respect trail and road closures.

- Leave no trace. Be sensitive to the trail. Examples of when cyclists can cause significant trail damage are when they skid their tires and when they ride on muddy trails.

- Control your bicycle. Inattention for even a second can cause problems. Watch your speed. Remember that what seems a reasonable speed to you may seem out of control to a hiker or someone on horseback. Slow down or stop when approaching other trail users, even if there is plenty of room. If another trail user moves out of the trail in fear, they may believe they were run off the trail.

- Always yield the trail. Make your approach known well in advance. Do not startle others. A friendly greeting (or a bell) is considerate and works well. Show respect when passing others by slowing to a walk or stopping. Anticipate that other trail users may be around corners or in blind spots. When approaching horseback riders, stop and get off. Yield to uphill bike traffic, fellow cyclists traveling uphill on a narrow trail have the right of way. Stop and let them go by if you are traveling downhill.

- Never startle animals. An unannounced approach, a sudden movement, or a loud noise can startle animals. Give animals extra room and time to adjust to your presence.

- Plan ahead. Know your equipment, your ability, and the area in which you plan to ride, and prepare accordingly. Be self-sufficient at all times. Wear a helmet, keep your bike in good condition, and carry necessary supplies for changes in weather or other conditions.

b. Required Equipment. The following equipment is required for safety.

- For off-road riding, you should buy a true mountain bike, not a hybrid. An appropriately sized mountain bike usually will have at least 2 to 4 inches of room between the top of the frame and your crotch when you stand above the bike. You should be able to reach the handlebars in such a way that you can bend over at a 45-degree angle without feeling cramped. The height of the stem should be adjusted to put the handlebars slightly below the saddle, which allows some of your weight to shift to the front of the bike for a more balanced position. The saddle should be set at a height so that you can almost completely extend your legs when you place your heels on the pedals in their lowest position.

- Wear appropriate clothing for the weather and riding conditions. Wear an approved helmet. Padded bicycling shorts are more practical on a bike than loose-fitting shorts, and the chamois prevents chaffing. Gloves will keep you from compressing nerves in your hand and getting blisters; in case of a fall, they will protect your skin. Wear mountain-bike shoes. You can ride in tennis shoes, but the soles are not stiff enough to provide enough comfort (pedals dig into soles) or firm enough to allow you to shift the power when pedaling. Wear sunglasses to protect your eyes from both the sun and dust. Wear or carry a windbreaker or light jacket.

- Carry two water bottles or one of the alternative water systems such as a CamelBak. Drink water to prevent dehydration. Carry a pump that fits the type of tire valve on your bike. Carry spare tubes and tire irons in case you get a flat on the trail. A small screwdriver is handy for adjusting derailleurs. A small crescent wrench, metric wrenches, and Allen wrenches are needed for removing wheels without a quick-release and a number of other uses. A chain tool for fixing a broken chain and a spoke wrench for tightening loose spokes or removing broken ones are recommended. Carry a first-aid kit.

5. Jogging. Always jog in areas away from vehicle traffic when possible. If not, always jog against traffic so you can see and be seen. Wear bright clothing and a retroreflective belt or material to increase your visibility. Do not forget to warm up, stretch, and cool down. Remember that wearing headphones on sidewalks and roadways while jogging is not permitted (AR 385-55).

6. Bicycle Safety.

a. Each year, more than 500,000 people in the United States are treated in emergency rooms for injuries caused by bicycle accidents. More than 700 people die from bicycle-related injuries. Children are at particularly high risk of bicycle-related injuries. Children under the age of 15 account for 59 percent of all bicycle-related injuries. Two-thirds of all bicycle-related deaths are due to traumatic brain injury. One in every eight people injured in bicycle-related accidents suffer brain injuries. Over 90 percent of all bicycle-related deaths involve collisions with motor vehicles. Motorists are most often at fault in causing bicycle-related accidents. Motorists must remember that cyclists have the right of way when riding straight ahead or in a bikelane. Motorists must "clear behind the rear" when turning right or crossing a bikelane.

b. It is estimated that 45 to 88 percent of all brain injuries in bicycle-related crashes can be prevented by properly wearing an approved bicycle helmet. AR 385-55 and AE Regulation 190-1 both require bicycle riders to wear helmets.

c. Defensive driving and wearing an approved bicycle helmet are the best accident-prevention measures. Other keys to avoiding accidents include using established bike paths, riding with traffic in single file, properly using hand signals to indicate your intentions (hand signals are different in Europe), wearing bright clothing, wearing retroreflective materials during reduced visibility, using the lights on your bike, watching out for motorists, and following traffic rules. Host-nation police can and will cite bicyclists for traffic violations.

7. In-Line Skates, Skateboards, and Scooters.

a. General. In-line skates and skateboards have been part of our culture for many years. However, today's wheels are faster and the skates are getting more sophisticated. Unfortunately, the people using them are not aware of or familiar with these innovations and lack proper training.

(1) Each year more than 100,000 people are injured while in-line skating. Fractures to the wrist and lower arm account for nearly half of all injuries to skaters. Lacerations, abrasions, head injuries, and contusions are also a danger. Proper equipment helps reduce the chance of injuries. AE Regulation 190-1 requires skaters to wear a helmet (bicycle helmet), elbow and kneepads, and wrist guards. Gloves should also be worn to help prevent scrapes and cuts.

(2) To help avoid injury—

- Avoid buying cheap skates. Get good-quality equipment. Go to a store with salespeople knowledgeable about in-line skates and equipment.

- Purchase the proper skates (or boots) based on your skating experience and exercise goals. An in-line skate boot should fit snugly but allow for a little extra toe room in the front.

- Wear a thin liner sock of silk or polypropylene under a medium-weight athletic sock. Thick, all-cotton socks do not keep the feet dry and can cause blisters and other foot problems.

- Take lessons before you skate. Learn to skate on a smooth, paved surface away from traffic and crowds.

- Know how to stop before you start. The Consumer Product Safety Commission recommends the following technique: Stop by using the brake pads at the heel of the skate. With one foot slightly in front of the other, raise the toes of the front foot and push down on the heel brake. Brake before, not after, you lose control.

b. Skateboards. Most of the 50,000 skateboard injuries each year involve children under the age of 15. The protective clothing described above for in-line skaters is also required for skateboarders by AE Regulation 190-1. Skateboarders also may want to use hip pads for added protection. To reduce the risk of injuries—

- Do not ride a skateboard in the street.

- Never hitch a ride on the bumper of a moving vehicle.

- Examine the area where you will be skateboarding for bumps, debris, holes, and rocks before you ride.

- Look for areas designed for skateboards in your community.

c. Scooters. The Consumer Product Safety Commission estimates that more than 40,000 people were taken to emergency rooms last year in the United States because of injuries resulting from riding a scooter. Most of the injuries were to children under 15. To help prevent injuries when riding scooters—

- Wear safety gear (helmet, elbow pads, and knee pads) as required by AE Regulation 190-1.

- Ride only during the daytime.

- Ride only on paved off-road paths.

- Stay away from cars and other vehicles.

- Stay on smooth surfaces and away from dirt, gravel, sand, and water.

8. Grilling.

a. Gas Grill Safety. Liquid petroleum (LP) gas or propane used in gas grills is highly flammable. Each year, people are injured by gas-grill fires and explosions. Many of these fires and explosions occur when people first use a grill that has not been used for a while or just after they have refilled and reattached the grill's gas container.

(1) To reduce the risk of fire or explosion, routinely make the following safety checks:

- Check the tubes that lead into the burner for any blockage from food grease, insects, or spiders. Use a pipe cleaner or wire to clear blockage and push it through to the main part of the burner.

- Check grill hoses for brittleness, cracks, holes, and leaks. Make sure that the hoses and tubing have no sharp bends.

- Move gas hoses as far away as possible from hot surfaces and dripping hot grease. If you cannot move the hoses, install a heat shield to protect them.

- Replace scratched or nicked connectors, which eventually can cause gas to leak.

- Check for gas leaks following the manufacturer's instructions if you smell gas and when you reconnect the grill to the LP gas container. If you detect a leak, immediately turn off the gas and do not attempt to light the grill until the leak is fixed.

- Keep lighted cigarettes, matches, and open flames away from a leaking grill.

- Never use a grill indoors. Use the grill at least 10 feet away from any building. Do not use the grill in a breezeway, carport, garage, porch, or under a surface that can catch fire.

- Do not attempt to repair the tank valve or the appliance yourself. See an LP gas dealer or a qualified appliance repairperson if repairs are needed.

- Always follow the manufacturer's instructions that come with the grill.

(2) Use caution when storing LP gas containers. Always keep containers upright. Never store a spare gas container under or near the grill or indoors. Never store or use flammable liquids, like gasoline, near the grill.

(3) To avoid accidents while transporting LP gas containers, transport the container in a secure, upright position. Never keep a filled container in a hot car or car trunk. Heat will cause the gas pressure to increase, which may open the relief valve and allow gas to escape.

(4) Use extreme caution and always follow manufacturer's instructions when connecting or disconnecting LP gas containers.

(5) According to the Consumer Product Safety Commission, gas grills manufactured after 1 October 1995 are required to have three additional safety features to eliminate leak hazards: a device to limit the flow of gas in case of hose rupture, a mechanism to shut off the grill, and a feature to prevent the flow of gas if the connection between the tank and the grill is not leakproof.

b. Charcoal Grill Safety. When it burns, charcoal produces carbon monoxide (CO). CO is a colorless, odorless gas that can accumulate to toxic levels in closed environments. People die and are injured every year as a result of CO fumes from charcoal grills and hibachis used inside buildings.

(1) To help prevent CO poisoning—

- Never burn charcoal inside campers, homes, tents, or vehicles. Charcoal should never be used indoors, even with ventilation.

- Do not store the grill indoors with freshly used coals. Charcoal produces CO fumes until the charcoal is completely extinguished.

(2) In April 1996, the Consumer Product Safety Commission revised the label on charcoal packaging to provide more explicit warning to consumers of the deadly CO gas that is released when charcoal is burned in a closed environment. The new label reads, "WARNING . . . CARBON MONOXIDE HAZARD . . . Burning charcoal inside can kill you. It gives off carbon monoxide, which has no odor. Never burn charcoal inside homes, vehicles or tents." The new label also conveys the written warning visually with drawings of grills inside a home, tent, and vehicle. The drawings are enclosed in a circle with an "X" through it.

WEATHER

1. Summer Weather Patterns.

a. This past summer was the hottest in Europe in over 500 years. Average temperatures exceeded the previous record set in 1757. During the heat wave between June and August, several thousand more deaths were experienced in Europe than normal. Central Europe and the Alps region were the worst affected by the heat wave, with temperatures up to 5 degrees higher than average.

b. The average temperature in Europe was 19.5 degrees Celsius (67 degrees Fahrenheit), which was 2 degrees higher than the average summer temperatures recorded on the continent between 1901 and 1995.

c. The overall rise in summer temperatures in Europe has increased over the last 26 years, with an average rise of 2.8 degrees Celsius between 1998 and 2003. The past decade was the hottest of all.

2. Fog. Fog is possible during May and increases in the fall. Fog restricts visibility and can impair a driver's road vision. It is most common between 0300 and 0800.

3. Soldier Risks. European summer weather can pose aviation challenges due to low visibility and cloud ceilings. Summer weather can hinder convoy movements due to heavy rain and fog. Heavy winds and lightning storms also can affect operations. Higher temperatures increase the chance of heat injuries.

4. Lightning Safety.

a. Plan evacuation and safety measures in the event of lightning. When you first see lightning or hear thunder, activate your emergency plan and go to a safe place.

(1) A safe place during lightning is inside a fully enclosed, substantial building or vehicle with a solid metal roof. Where possible, find shelter in a substantial building or in a fully enclosed vehicle such as a car, truck, or a van with the windows completely shut.

(2) Lightning often precedes rain; so do not wait for the rain to begin before suspending training or recreational activities. Use the 30/30 rule: if the time between the lightning and the thunder is 30 seconds or less, go to a safe shelter. Stay there until 30 minutes after the last rumble of thunder.

(3) If you are outdoors, avoid water; high ground; open spaces such as golf courses and sports fields; tall, isolated objects such as a tree or pole; metal objects, including electrical wires, fences, machinery, motors, and power tools; and open structures. Unsafe places include under canopies, in small picnic or rain shelters, and near trees. If lightning is striking nearby when you are outside, you should—

(a) Crouch down. Put feet together. Place hands over ears to minimize hearing damage from thunder.

(b) Avoid proximity (minimum of 15 feet) to other people.

(4) If you are indoors, avoid water. Stay away from doors and windows. Stay away from anything connected to power. Do not use the telephone. Take off headsets. Turn off, unplug, and stay away from appliances, computers, power tools, and television sets. Lightning may strike exterior electrical and telephone lines, which could give shocks to inside appliances.

(5) Suspend activities for 30 minutes after the last observed lightning or thunder.

b. Injured persons do not carry an electrical charge and can be handled safely. Apply first aid to a lightning victim if you are qualified to do so. Call or send for help immediately. Know your emergency telephone contact numbers.

c. Teach this safety slogan: "If you can see it, flee it; if you can hear it, clear it."

5. References.

a. More information on weather is available at *https://ows.sembach.af.mil/5day*.

b. More information on road conditions is available at *http://g3operations.hqusareur.army.mil*.

HAZARDS OF DRIVING IN EUROPE

1. General. Driving in Europe can be hazardous. Road conditions can change very quickly, which can be deadly for unsuspecting drivers. Heavy rain, fog, heavy traffic, and sudden stops are conditions that frequently are responsible for Soldier, civilian, and family-member deaths and injuries on European roads. All drivers need to be alert and prepared for possible emergency situations to avoid injury to themselves and others. Many times, simply reducing speed will significantly reduce the risks and prevent accidents.

2. Driving Conditions. The following provides information on driving conditions that people can expect when driving in Europe. Recommended precautions also are given for each of these conditions to reduce the potential for accidents. All Soldiers and civilian employees should be briefed on these hazardous driving conditions and precautions before the Memorial Day weekend (28 to 31 May 04).

a. Fog. Fog is the condensation of moisture in the atmosphere near the surface of the earth. This can happen in several ways but always results from the same basic conditions: warm, moist air meeting cold air; or cold, moist air meeting warm air. These conditions occur throughout the year. Fog can form quickly and may reduce visibility to zero. Fog is a major hazard on European highways and contributes to many vehicle accidents each year. Use the following safety tips when fog is expected:

- Consider postponing your trip until the fog clears.
- Slow down before you enter a patch of fog.
- If your vehicle is equipped with fog lamps, turn them on.
- Be sure that you can stop within the distance that you can see.
- Turn on the wipers and defroster to remove moisture from the windshield.
- Use your low-beam headlamps, whether it is day or night.
- Do not use high beams; they reflect off the fog and can reduce visibility.
- Use the right edge of the road or painted road markings as a reference.
- Watch out for slow-moving and parked vehicles.
- Do not change lanes or pass other vehicles unless absolutely necessary.
- If you must pull off the road, signal, and then carefully pull off as far as possible.
- After pulling off the road, turn on your hazard flashers.

b. Rain. Long periods of rain can lead to flooding and standing water on the roads. Even thin layers of water on the road can create dangerous conditions. Heavy rains can reduce a driver's visibility to dangerously short distances and make roadway markings and other traffic difficult to see. Water mixed with roadway dirt and oil can create slick surfaces. Wet brakes can increase stopping distances. Hydroplaning can occur when the tire's tread cannot remove the water from underneath the tire fast enough. The tire begins to ride on top of a ridge of water and loses contact with the ground, which can cause the driver to lose control of the vehicle. The combination of fast speeds and wet European highways results in many hydroplaning accidents each year. Many variables lead to hydroplaning, but slower speeds and good tires are the best ways to prevent it. The following safety tips should be used when driving in wet weather:

- Most important, slow down.
- Stay in middle lanes, since water tends to pool in outside lanes.
- Follow vehicles using the 3- (or more) second rule of spacing (AE Pam 190-34).
- Try to follow in the tracks of the vehicle in front of you.
- Avoid hard braking; take your foot off the accelerator to slow down.
- Ensure tires and windshield wipers are in good condition.
- Always drive with your headlights on in wet weather.
- Never drive beyond the limits of visibility.
- Never drive through moving water or puddles that touch the vehicle frame.
- Beware of high winds during storms and blinding lightning at night.

3. Fatigue. Safe driving demands your full attention. Know the symptoms and causes of fatigue and what to do to control it. If you feel your eyelids getting heavy, your next actions may determine not only whether or not you will stay awake; they may determine whether or not you stay alive. Fatigue on the road can be a killer over long weekends and holidays. It happens frequently on long drives, especially long night drives. Traffic density is increased and weather conditions may not be the best. All these factors increase stress and produce fatigue. Signs of fatigue include back tension, burning eyes, shallow breathing, inattentiveness, and erratic driving, such as drifting, abnormal speed, tailgating, or failure to obey traffic signs. The single greatest cause of fatigue is alcohol consumption. Alcohol is a depressant; a driver does not have to be drunk to fall asleep at the wheel. Even one drink can be enough to cause fatigue. The National Safety Council offers these tips for staying awake while driving:

- An obvious cause of fatigue is lack of sleep. If you have not received 7 or 8 hours of sleep the night before a trip, you are likely to experience fatigue. Get enough rest. Do not start a trip late in the day or in the evening. Long-distance driving is hard work and you need to be fresh and alert.

- If possible, do not drive alone. Passengers can take turns driving and help keep you awake.

- Avoid long drives at night. The glare of lights increases the danger of highway hypnosis.

- Adjust your car's environment so that it helps keep you awake and alert. Keep the temperature cool and open windows or use the air conditioner. Turn the radio volume up and switch stations frequently, but avoid soft, sleep-inducing music.

- Do not use cruise control; keep your body involved with the driving. Watch your posture. Drive with your head up and your shoulders back. Tuck your buttocks against the seat back. Legs should not be fully extended, but flexed at about a 45-degree angle. Take frequent breaks. At least every 2 hours, stop at a gas station, restaurant, or rest stop. Get out of the car, walk around, even jog or do calisthenics. In addition to exercise breaks, stop for light meals and snacks. Avoid alcohol entirely.

- Do not allow your eyes to become fatigued or hypnotized. Wear sunglasses to prevent glare, but never wear sunglasses at night.

- Break the monotony. Turn the radio on for a while, then off. Vary speed levels. Chew gum, stretch your legs, talk to yourself, or sing. Keep your eyes moving.

- If anti-fatigue measures fail and you start noticing the danger signs of fatigue, there is only one solution: sleep. Remember, good planning can avoid your having to deal with fatigue and can help ensure a safe trip.

PREVENTING HEAT INJURIES

1. General. Heat injury and illness pose a significant threat to our Soldiers. Heat casualties, both in garrison and in the many areas of operations where Soldiers are deployed, represent serious threats to successful mission accomplishment. USAREUR Soldiers are currently serving in some of the hottest areas of the world.

2. Impact. Heat injuries mean the loss of productive Soldiers and long-term, permanent profiles. Heat injuries also can lead rapidly to death or permanent disability. Heat injury occurs when the body no longer can maintain its normal temperature range. Troops are at greatest risk at the beginning of the heat season. Heat injury is always preventable by individual action and command intervention. Therefore, it is critical that Soldiers and leaders be able to recognize when heat injury is possible or when it is developing.

3. Prevention. Procedures for dealing with heat stress for office workers is covered by Army in Europe policy available on the USAREUR Safety website.

a. The Human Body. The human body maintains a narrow temperature range. When exposed to hot environments or increased heat loads (working in hot environments or wearing heavy equipment) the body will increase sweating to get rid of the heat. The body can sweat up to 2 liters per hour for short periods. Sweating will stop with continuing heat loads and inadequate fluid replacement. Eventually, no more heat can dissipate through sweating and the core temperature of the body rises. This, along with a decreased blood in one's blood vessels due to fluid losses (sweat, breathing, urination), increases the Soldier's risk for heat injury.

b. Heat Injuries. Heat injuries have a range of signs and symptoms relating to underlying physical damage, from mild heat cramps to serious heat stroke.

- **Heat Cramps.** Heat cramps are painful contractions of the muscles in the abdomen, back, or legs that may occur from working in a hot environment. These cramps may be related to salt loss due to sweating and can occur while working or 1 or 2 hours after the work ends.

- **Heat Exhaustion.** Head exhaustion is more serious than heat cramps. Signs and symptoms of heat exhaustion include chills, dizziness, fatigue, headache, nausea, and vomiting.

- **Heat Stroke.** Heat stroke is the most serious heat injury and is a medical emergency. Signs of heat stroke are similar to those for heat exhaustion, except that the individual also may show signs of agitation and confusion, and may lose consciousness. Heat stoke can lead to death because of elevated body temperature, metabolic disturbances, and kidney failure.

c. Acclimation. The human body can acclimatize to working in hot environments. This process generally takes about 2 weeks of daily exposure to heat and adequate hydration. Acclimatization results in a more effective sweating process in which the Soldier starts to sweat at a lower temperature and the sweat contains less salt. This results in earlier, more efficient cooling and increased blood volume that helps to maintain normal body function. Individual fluid requirements for each Soldier are increased in hot environments even after acclimatization.

d. Command Emphasis. Heat injuries can be prevented by educating Soldiers and leaders, applying the risk-management process, and by command influence. Remember the acronym H-E-A-T when training in hot weather (H: heat category; E: exertion level; A: acclimatization; T: time of heat exposure and recovery time). A risk-management guide to preventing heat casualties is available on the USAREUR Safety website.

(1) Leaders need to ensure adequate water intake of all Soldiers by allowing them time to drink and urinate during work periods. Soldiers need to drink even if they do not feel thirsty. The thirst mechanism is not activated until the body is dehydrated to the point where the Soldier is at least "a quart low." This corresponds to a 1-liter deficit. Soldiers need to eat their field rations (including the salt packets). This provides for enough salt and calorie intake to replace that which is lost during sweating. The skin is an essential organ for proper temperature regulation. Prevention of sunburn by using sunscreen and proper wearing of uniform while in the sun is necessary.

(2) Leaders need to follow the work and rest cycles that are determined by the wet bulb globe temperature (WBGT) index for their particular environmental location. Accurate index readings from the WBGT require readings be taken from troop locations. Each unit is required to have a WBGT kit (national stock number (NSN) 6665-00-159-2218) and field sanitation standing operating procedure for this purpose.

(3) Leaders must provide adequate rest cycles and shade. The body can absorb a maximum of 1.5 liters of water per hour. Under extreme environmental conditions, a person can lose over 2 liters of water per hour from sweating. Therefore, Soldiers can become progressively dehydrated unless they are allowed to cool off and reduce their body temperature. This is accomplished by providing adequate rest cycles and shade.

(4) Unit field sanitation teams (FSTs) are trained to provide heat-injury prevention and awareness classes to leaders and Soldiers. FSTs also are trained and equipped with a WBGT to monitor heat conditions and advise unit commanders regarding water requirements and work-rest cycles.

4. Training. Heat-injury prevention training will be accomplished by 1 May 2004. The training video "Heat Injury Risk Management"(PIN #711658) is available from your local training and audiovisual support center (TASC). This video should be shown to all Soldiers. A training presentation also is available on the USAREUR Safety website.

WELLNESS AND HEALTH

1. General.

a. This enclosure highlights wellness-program areas that support the USAREUR 2004 Summer Safety Campaign. Every base support battalion has a working community health-promotion council that can be used as a forum to address Summer Safety Campaign issues. Health-promotion coordinators are located in every area support group (ASG). They facilitate community health-promotion councils chaired by the installation commander according to AR 600-63. The council is a multidisciplinary team that identifies redundancies and voids in health-promotion programs and services by evaluating population needs, assessing existing health-promotion programs, and coordinating targeted interventions. Health-promotion councils in the Army in Europe form an ideal partnership with the new Army Well-Being Strategic Plan, which sets forth the Army's direction for establishing well-being as an integral part of the institutional strength of the Army. More information may be obtained by contacting the servicing ASG health-promotion coordinator or by sending an e-mail message to wellness@cpe.amedd.army.mil.

b. Wellness encompasses a variety of activities designed to facilitate behavioral and environmental alterations to improve or protect health. This includes a combination of health education and related organizational, social, emotional, spiritual, and health-care activities and initiatives. These are integrated to produce a single, comprehensive program. The operational side is delegated to a diverse set of operational entities (the USAREUR G3 for physical conditioning, the USAREUR G4 for nutrition, the Chaplain, USAREUR, for spiritual fitness; the United States Army Dental Command for oral health, and the Command Surgeon, USAREUR, for most clinical and operational areas).

2. Health Promotion. Hooah 4 Health (H4H) is a comprehensive health-promotion program based on an interactive website. The H4H website is used to deliver educational materials in the areas of environmental and occupational health, physical health (nutrition and weight management), mental health (stress management), and spiritual health. H4H also includes an entirely electronic correspondence course. The H4H website is *http://www.hooah4health.com*.

3. Alcohol and Substance Abuse.

a. Alcohol is a common ingredient in summer activities. It is often inappropriately used by individuals to deal with stress. Soldiers returning from deployment for rest and recuperation or redeployment have been operating under General Order 1. This means that they have not been exposed to alcohol for a long time. Abuse of alcohol and other substances remains a significant problem. Commanders need to maintain an active role in deterring this behavior. Since alcohol and substance abuse often leads to unsafe behavior, a solid program of alcohol education may be one of the most far-reaching safety programs a commander can oversee.

b. The Army Substance Abuse Program (ASAP) is a comprehensive program that combines prevention education, urinalysis testing, and (for civilian employees) counseling services. These services are designed to strengthen the overall fitness and effectiveness of the Army in Europe and to enhance the combat readiness of personnel and units. The main purpose of ASAP is to eliminate alcohol and other drug abuse. Prevention education will provide current substance-abuse prevention information for all members of the Army in Europe, military and civilian.

c. Alcohol has a debilitating effect on the body and mind. Soldiers and civilians must consider these effects when they put their life, the lives of those they care about, and their careers on the line. Alcohol—

- Dulls judgment and concentration.
- Slows reflexes and increases reaction time.
- Leads to multiple, blurred, and restricted peripheral and night vision.
- Hinders muscle control and coordination.
- Leads to exaggerated emotions.
- Increases drowsiness.

d. The summer season is filled with fun events and social gatherings. Unfortunately, this season also brings with it more drunk drivers on the roadways. Drinking and driving are a lethal combination. Never get behind the wheel of a vehicle after consuming alcohol. Some of the myths about drinking and driving are as follows:

Myth: Coffee can sober up someone who has had too much to drink.
Fact: Only time sobers. It takes about 1 hour to oxidize each drink.

Myth: Hard liquor is more intoxicating than beer or wine.
Fact: A 12-ounce can of beer, a 5-ounce glass of wine, and a 12-ounce wine cooler contain the same amount of alcohol and have the same intoxication potential as an ounce-and-a-half of liquor.

Myth: Someone who has had too much to drink will look intoxicated.
Fact: Someone's physical appearance can be misleading. One drink can impair someone's ability to drive. Judgment is the first thing affected when someone has been drinking; important motor skills are next.

e. Responsible party-hosting is key to reducing alcohol-related accidents over the summer. Follow these basic safety tips to prevent injuries when hosting a summer party or picnic:

- Collect car keys when guests arrive.

- Arrange for alternative transportation for unit or organization functions before the function.
- Arrange for designated drivers before the party or allow guests to stay overnight.
- Arrange swimming and boating activities before guests start drinking.
- Always serve food with alcohol. High-protein and high-carbohydrate foods stay in the stomach longer and slow the absorption of alcohol. Foods that are high in protein and carbohydrates include cheeses and meats.
- Offer plenty of nonalcoholic drinks. Keep all drinks—alcoholic or not—away from children.
- Do not force drinks on guests or rush to refill their glasses.
- Provide jiggers or 1-ounce bottle spouts for measuring alcohol in mixed drinks. Guests are less likely to drink excessively when standard measures are used.
- If serving alcoholic punch, use a noncarbonated base, such as fruit juice. Alcohol is absorbed faster when it is mixed with carbonation.
- Stop serving alcohol about 2 hours before the party will end. Serve coffee or other nonalcoholic beverages as well as food.

f. Associated with prevention of alcohol abuse are two USAREUR programs that should be communicated to Soldiers, civilians, and family members:

(1) Emergency-contact and ride-home programs for Soldiers. These programs provide Soldiers a safety net as required in Army in Europe Command Policy Letter 3. Each unit must ensure that their Soldiers know whom to call when they are at risk. Encourage Soldiers who need a ride to request one from their unit, the military police, or personnel involved in voluntary community programs.

(2) The Army in Europe's "Booze It and Lose It" campaign. This campaign specifically targets drinking drivers both on- and off-post during long holiday weekends. Commanders must emphasize the use of designated drivers to reduce the possibility of Soldiers driving under the influence.

4. Food Safety. Summer food safety is a major concern due to outdoor picnics and grilling.

a. The first rule of safe food preparation is to keep everything clean. The cleanliness rule applies to the areas where food is prepared and, most importantly, to the cook.

(1) Wash hands with soap and warm water for at least 20 seconds before starting to prepare a meal and after handling raw meat or poultry.

(2) Always wash and sanitize cutting boards and utensils after using them for raw foods, such as seafood or chicken, and before using them for ready-to-eat foods. Consider using one cutting board only for foods that will be cooked, such as raw fish, and another only for ready-to-eat foods, such as bread, fresh fruit, and cooked fish.

(3) Do not put cooked meat on an unwashed plate or platter that has held raw meat. If you carry meat out to the grill on a platter, wash the platter before putting the cooked meat on it or use a different platter.

(4) Wash fresh fruits and vegetables thoroughly by rinsing them in warm water. Do not use soap or other detergents. If necessary, use a small scrub brush to remove surface dirt.

b. The second rule of safe food preparation is to keep hot foods hot and cold foods cold.

(1) Use a thermometer with a small-diameter stem to ensure that meats are completely cooked. Insert the thermometer 1 to 2 inches into the center of the food and wait 30 seconds to ensure an accurate measurement. Beef (including ground beef), lamb, and pork should be cooked to at least 71 degrees C (160 degrees F); whole poultry and thighs to 82 degrees C (180 degrees F); poultry breasts to 77 degrees C (170 degrees F); and ground chicken or turkey to 74 degrees C (165 degrees F). Do not eat poultry that is pink inside.

(2) Eggs should be cooked until the white and the yolk are firm. Avoid foods containing raw eggs, such as cake batter, cookie dough, eggnog, homemade ice cream, and mayonnaise, because of the risk of Salmonella. The commercial counterparts of these foods usually are safe because they are made with pasteurized eggs. Cooking egg-containing products to an internal temperature of at least 71 degrees C (160 degrees F) will kill the bacteria.

(3) Cooked foods should not be left out for more than 2 hours. Disease-causing bacteria grow in temperatures between 4 and 60 degrees C (40 and 140 degrees F). Cooked foods that have been in this temperature range for more than 2 hours should not be eaten.

(4) If a dish is to be served hot, get it from the grill or stove to the table as quickly as possible. Reheated foods should be brought to a temperature of at least 74 degrees C (165 degrees F). Keep cold foods in the refrigerator, in a cooler, or on a bed of ice until serving. This rule is particularly important to remember in the summer months.

c. After the meal is over, leftovers should be refrigerated as soon as possible. Leftovers should be used within 3 days.

d. Do not thaw meat and other frozen foods at room temperature. Instead, move them from the freezer to the refrigerator for 1 or 2 days, or defrost them submerged in cold water flowing fast enough to break up and float off loose particles in an overflow. You also can defrost frozen foods in a microwave oven or during the cooking process. Never taste any food if it looks or smells funny, or if it was contained in jars with leaky lids or in cans that are leaking, bulging, or severely damaged.

e. Bacteria grow rapidly at room temperature. For this reason, food should always be refrigerated while marinating. (Refrigeration slows bacterial growth.) Marinade that has been used on raw meat, poultry, or seafood contains raw juices. These juices may contain bacteria that, if eaten, could make you sick. The acid in marinade does not kill bacteria, it merely slows or stops bacterial growth.

f. Do not leave groceries in the car. Make the commissary or other retail food store your last stop before you go home.

5. Suicide.

a. Suicide is a leading cause of death after accidents in the Army during peacetime. It is imperative for leaders at all levels to take a proactive stand on this issue to prevent suicide and respond to those who may be at risk. You are the first line of defense for the people you work with and interact with on a daily basis, because you will be the first to detect the warning signs and changes. Bell Sends #4 discusses the losses to USAREUR caused by suicide. Army in Europe Command Policy Letter 28 sets the requirements for suicide prevention.

b. Suicide warning signs include verbal warnings (talk of suicide or stating a wish to be dead), behavioral warnings (isolation, moodiness, arranging affairs (for example, paying off debts, giving away possessions)), and symptoms of depression. Specific information is available in DA Pamphlet 600-70. Concern, observation, and early intervention are the main weapons we have in the fight against this foe.

c. Commanders at all levels must be sensitive and responsive to the needs of Soldiers, civilian employees, and their families, and familiar with the community agencies and individuals available for suicide-prevention activities. Immediate resources for suicide-prevention activities include members of unit ministry teams, behavioral health professionals, local health professionals, and social work services. Know the telephone numbers in your local community or command for emergency counseling assistance.

d. Ensure that your unit suicide-prevention training is current. Check with your chaplain or unit ministry team to repeat training during Sergeants Time Training if your last training was in the fall. In addition to annual training, advanced training is available for hand-picked individuals in a unit. The Army has adopted Applied Suicide Intervention Skills Training (ASIST). It is a new approach to enhance our suicide-prevention efforts. ASIST is the most widely used, acclaimed, and researched suicide-intervention skills training available today. ASIST involves 2 days (16 hours) of intense training—no exceptions—during which select individuals become additional eyes and ears for the command. ASIST provides high-quality recognition and enhanced intervention skills. Certified ASIST trainers are available in every ASG to provide advanced suicide training.

e. Suicide prevention should be a primary topic during noncommissioned officer professional development. Army in Europe Command Policy Letter 28 endorses suicide-prevention training as an element of Sergeants Time Training and considers suicide prevention a direct contributor to the health of a unit and its readiness.

f. First-line leaders should ensure that every Soldier and DOD civilian receives the wallet-size suicide prevention card (AE Poster 600-63-5).

g. Soldiers potentially at risk of suicide must be promptly referred to the appropriate servicing mental health agency. Commanders are reminded of the requirements of DOD Directives 6490.1 and 6490.5. Consult with a mental-health provider to ensure compliance. Commanders must ensure that any Soldier referred to mental-health agencies makes all scheduled appointments.

6. Domestic Violence.

a. Stressors, children at home for the summer, and financial obligations can result in additional stress. Added to this, when Soldiers return to their families for rest and recuperation leave or from a long deployment, a stressful situation can easily reach the boiling point. Life has not stopped while Soldiers were serving in Operation Iraqi Freedom, Operation Enduring Freedom, or operations in the Balkans. Couples often find that face-to-face communication may be difficult after a separation. Children grow up during separations; they may seem different in some ways. Spouses sometimes become more independent and may need more space. Families may be faced with changing outlooks regarding priorities in the household. Any combination of these factors of "reentering" a changed family can result in additional stress and potentially violent confrontations. Adhere to the reintegration process. Your local chaplain is one of the best sources of counseling when the pressure builds.

b. Domestic violence encompasses a wide range of activities. These include patterns of behavior resulting in emotional and psychological abuse, economic control, and interference with personal liberty. They also include the use, attempted use, or threatened use of force against a person of the opposite sex.

c. Child abuse and neglect include physical injury, sexual maltreatment, emotional maltreatment, deprivation of necessities, withholding medically indicated treatment, and combinations of these inflicted on a child by an individual responsible for the child's welfare.

d. The Army Family Advocacy Program has a requirement based on AR 608-18 to provide educational information, resources, and services to help all individuals who may be victims of violence, an offender in an abusive relationship, or a person affected by violence. Programs and services include but are not limited to advocacy services, safety planning, domestic-violence-awareness programs, and child-abuse-prevention programs. The program also has a requirement to provide education to childcare providers on the prevention and identification of child abuse. Several pamphlets and additional information are available at *http://www.armycommunityservice.org/vacs_advocacy/user/res/res_user_display.asp*.

7. Insects. Insects either bite or sting. Chiggers, flies, mites, mosquitoes, and ticks use their mouth to suck blood from their victims. Bumblebees, honeybees, hornets, yellow jackets, and wasps use a stinger to inject venom. Spiders use a combination of biting their victims and injecting venom through their fangs.

a. Pay special attention to open soft-drink containers and glasses. Swallowing an insect can be dangerous, as a sting inside the throat can cause swelling that can block your airway. If an insect lands on you or your food, blow or gently brush the insect away. Avoid wearing bright colors, flowery prints, and black clothing, which attract stinging insects, as do the odors from soaps, perfumes, lotions and hair-care products. If you are stung, brush the insect from your skin to prevent an additional sting. The honeybee leaves its stinger behind along with an attached venom sac that continues to pump toxins into its victim. Scrape the stinger away from the skin with a fingernail or credit card. Nonallergic reactions usually last a few hours. Redness and swelling may develop around the sting site, and localized pain and itching are common.

b. Biting insects like mosquitoes are attracted by body heat and carbon dioxide from our breath, as well as sweet odors and bright or flowery clothing. Ticks feed on blood. They attach onto their victims from grass or leaves and begin to feed. A tick's bite is painless and ticks can remain embedded for days without the victim knowing.

(1) To prevent tick bites, wear long-sleeved shirts, long pants, and a hat when in wooded or grassy areas. After returning home, inspect yourself carefully for ticks or have someone else check you for them. If you find a tick, pull it off using tweezers. Grab the tick close to the skin and, without twisting, pull it away with steady pressure; or lift the tick slightly upward and it pull parallel to the skin until it detaches. Common remedies such as petroleum jelly, rubbing alcohol, and a hot match are not effective.

(2) If you develop a rash or flu-like symptoms (fever, headache, joint and muscle pain) within 3 to 10 days, you could be infected with Lyme disease. Seek medical attention immediately. Symptoms include arthritis, meningitis, nerve and heart damage, and one-sided paralysis.

c. Unless you are allergic to spider venom, spider bites usually cause little harm. To avoid bites, wear workgloves when handling boxes, firewood, lumber, and other items that have been stored for a long time. Shake stored clothing vigorously to dislodge any spiders, and inspect carefully before wearing. If bitten—

- Wash the bite site with soap and water.
- Apply a cold pack for 15 to 20 minutes to reduce pain and swelling.
- Use aspirin or acetaminophen to relieve pain.
- Use a topical steroid cream to further relieve itching and swelling.
- If the victim shows signs of an allergic reaction, infection, or has other unexplained symptoms, seek medical attention immediately.

8. Child Safety.

a. As summer approaches, many babies and small children are placed in danger when they are left waiting in cars while their parents or caretakers run errands. This can quickly lead to injury or death.

b. Never leave small children in vehicles during hot weather. The temperature inside a car can reach furnace level within a few minutes. Cracking a window does very little to reduce the temperature. In as little as 10 minutes, car temperatures can reach as high as 120 degrees F; in 40 minutes, they can reach as high as 140 degrees F.

c. A baby can become dehydrated quickly as it sweats from the heat, and the body temperature rises rapidly. Heat exhaustion, which leads to heat stroke, sets in very quickly with infants and toddlers and can be irreversible. If the child is not treated and given fluids immediately, heat stroke soon follows. Damage to internal organs begins to occur and eventually leads to death.